

SECTION IV

FEBRUARY 25, 2004 WORKSHOP

REFINEMENT AND PRIORITIZATION OF IDENTIFIED PROJECTS

WORKSHOP OVERVIEW

The final Ramona Village Design Workshop was held on the evening of February 25, 2004 at the Ramona Community Center. The objective of this session was to refine the design concepts and project ideas generated at the initial set of workshops. Approximately thirty-five people participated in this workshop (see Appendix C).

The workshop began with a review of the information documented at the first workshop presented by the RJC design team leader, Patricia Trauth. For the purposes of this workshop, these design ideas and capital improvement projects were separated into three categories:

1. **Architecture of Ramona:** Those concepts relating predominantly to architecture and design features;
2. **Ramona's Old Town/Historic District:** Capital improvement projects specific to the Historic District¹; and

¹ Per the Ramona Design Guidelines (p.8 & p.11), the Historic District or Old Town Ramona is defined as "Main Street, beginning at 10th Street on the west end of Old Town and ending at 3rd Street on the east...[also]....

3. **Ramona's New Town:** Capital improvement projects specific to the "new town" or non-historic portion of the town center.

Workshop participants were asked to form three working groups based on the topic areas listed above. Each group was lead by a different member(s) of the RJC design team, with a sketch artist circulating among the three groups. This format was intended to allow for more thorough discussion of each proposed project and design features and to provide an iterative tool for the visual interpretation and clarification of the ideas presented.

Approximately one hour was spent in the groups clarifying and elaborating upon ideas and projects developed at the previous workshops. A representative from each working group presented to the full group of participants the consensus their group reached. along with illustrations developed by the RJC artist. This information is included in

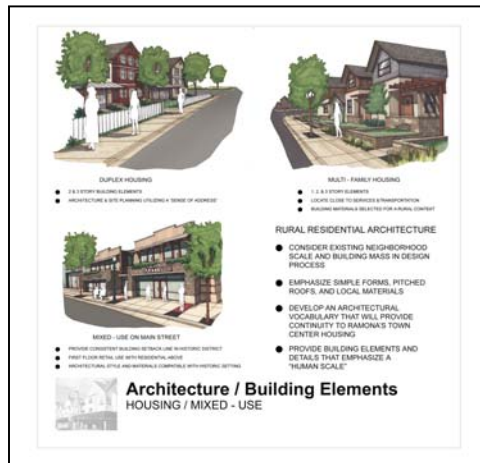
the cross and parallel streets both north and south of Main Street from A through E Streets".

this section of the Report. Delineated below are the key conclusions of each of the groups. In addition, this section contains the image boards that were provided as tools during the workshop.

A final step in this workshop was the prioritization of the capital improvement projects identified for the town center. A ballot was available for participants to vote on the level of priority that project should receive, the results of which are shown in Table 1a located at the end of this section.

Group 1: Architecture of Ramona

RJC Facilitators: Janene Christopher & James Robbins



RESIDENTIAL DEVELOPMENT

“Neo-traditional” Planning Principles

- Provide a consistent building setback. The group generally recommended a consistent setback of residential properties from the public right of way.
- Prohibit side-entry designs. The front door should address the street and be directly connected to the public right of way by a front walk.
- Encourage front porches.
- Prohibit “garage-dominated” front facades. Garages at the rear of the property are preferred.
- Develop parkways with sidewalks. “Parkways” consist of planted areas between the curb and the edge of the right-of-way.
- Street tree plantings should be consistent. Street tree plantings should be consistent in both plant selection and spacing.
- Simple architectural forms should be utilized. This includes pitched roofs, use of local materials, and earth tone colors are strongly encouraged.
- Encourage elements that add scale and texture. Examples include multi-pane windows, shingles, bricks, clapboard siding, roof overhangs, picket fences, etc.

Building Height

- Retain the existing building height limit, but permit three stories with design standards. There was general consensus that a 35-foot height limit is appropriate, but there was strong objection to the existing prohibition against three stories. The group recommended allowing three stories as long as there was a limitation on the extent of the flat roofed area of three story projects.
- Retain existing density when an increase in the number of stories is permitted. Three-story multi-family development was also supported as long as the option of developing a third story did not lead to an increase in the permitted density of the underlying zone.

F.A.R., Building Envelope, & Building Mass

- Restrict Floor Area Ratio (F. A. R.). The F.A.R. should be significantly less than the building envelop (allowable footprint times the allowable building height).
- Redesign setback requirements. Reduce front yard requirements and increase rear yard requirements.
- Integrate two and three story development for visual interest and varied uses. Provide a mix of two and three story buildings, along with the preservation of existing buildings rather than allow a continuous line of three-story buildings. Generally, the third story should be set back from the street façade or a smaller portion of the building footprint than lower levels of the building.

Density

- Allow secondary units/granny flats.
- Prohibit extensive apartment development. Although the town center should allow residential development of

higher densities, development of massive apartment complexes should be prohibited. Prohibitions against lot consolidation and limitations on maximum building sizes should be established to restrict this type of development.

COMMERCIAL DEVELOPMENT IN OLD TOWN

Planning Principles (These ideas assume development of the “mini-bypass.”)

- Create a “Street Wall”. The group generally encouraged a zero setback from the front property line. Flexibility was encouraged, however. The group felt that a “street wall” could be maintained if business entries/ storefronts were occasionally setback, for example, or if the second floor overhung the first to create an outdoor café area.
- Allow diagonal parking along Main Street. This should be developed in conjunction with pedestrian-friendly street corners and planted street medians.
- Prohibit on-site surface parking between the front building elevation and the public right of way.
- Eliminate on-site parking requirements for commercial development. Determination of required on-site parking should be left to the marketplace.
- Mandate first floor retail uses with expansive storefront windows.

- Strongly encourage mixed-use development, with first floor retail and second floor uses including residential or office.
- Encourage awnings or other covered walkways.
- Encourage architectural elements that reinforce Ramona’s historic character.
- Create a highly textured, “fine-grained” environment.
- Prohibit lot consolidation.
- Limit building widths to reflect the historic pattern of lot development in Old Town.

Building Height

- Retain the existing building height limit, but permit three stories with design standards. Three-story commercial development should be allowed with the same restrictions that apply to residential development.

SENIOR HOUSING

Design

- Soften buildings facades and reduce apparent building mass by applying architectural and site design techniques including building offsets and variations in setback, building height, and materials and color.
- Require building materials to be appropriate to the “rural town” context and Ramona’s historic character.
- Enhance resident safety and security through site and building design while also integrating buildings within the community.

Development Incentives

- Exempt senior housing from prohibitions against lot consolidation.
- Allow buildings to be larger than other multifamily development with appropriate design controls/ review.
- Potentially allow higher density for Senior Housing where needed. Higher density may be desirable in creating socially vibrant group living situations and/ or necessary in order to build amenities such as elevators or other medically-important features. For senior housing only, density incentives could possibly include allowances for up to 40 dwelling units per acre.

Location

- Use of Senior Housing as a Transition Between Residential and Commercial Uses.
- Locate the Old Town senior housing areas near Main Street in order to take advantage of public transportation and other services. Another potential location is the area between Cedar and Poplar Streets, east of Ramona Street.
- Consider senior housing in the area north of Main Street extending to the Santa Maria Creek.
- Utilize granny flats/ secondary dwelling units on private residential properties as housing for elderly family or community members.

INDUSTRIAL DEVELOPMENT

Design

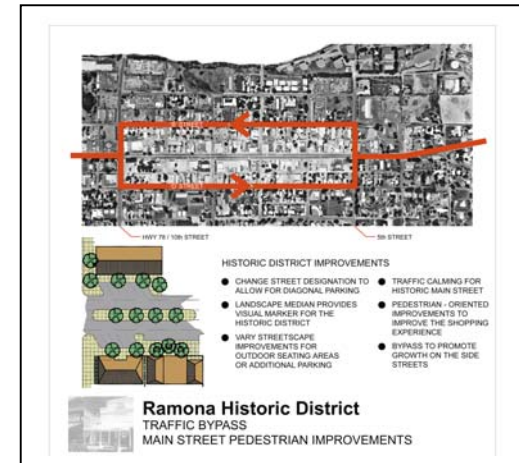
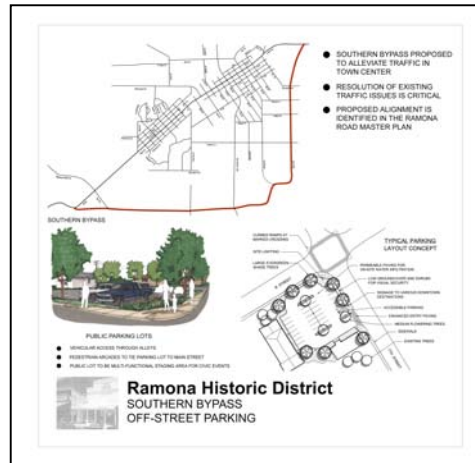
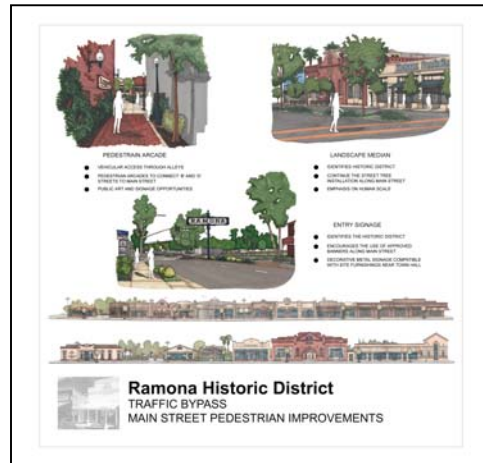
- Develop light industrial facilities as a “campus” in a park-like setting.
- Require broad landscaped buffers, with 25-foot, heavily landscaped, bermed setbacks from the public right of way to the edge of parking areas for industrial facilities.
- Incorporate a trail system to connect industrial facilities to Santa Maria Linear Park.
- Limit flat roofs.
- Vary building forms and materials. Limit the use of metal buildings.
- Encourage variable roof heights and building setbacks.
- Restrict flat roofs. Establish a maximum allowable portion of building footprint that can be flat-roofed.
- Mandate screening of all mechanical equipment, building services, loading areas, trash containers, generators, etc.

Location

- Maintain the existing industrial zoning.
- Extend the industrial area only with adequate buffers. Extension of the existing industrial zoning eastward to Cedar would be acceptable on the condition that design features are installed to provide a sufficient visual buffer for residents and businesses located near industrial land.

Group 2: Ramona's Old Town/Historic District

RJC Facilitators: Greg Roberson



Old Town Bypass

The concept of a mini-bypass along B and D Street was introduced at the first workshop. This concept is discussed in Section II of this report under Group 4 “Traffic and Vehicular Circulation”. Participants at the February workshop further refined this idea by recommending that the characteristics listed below be incorporated into the bypass. The mini bypass should:

- Be pedestrian oriented;
- Be appropriately designed to facilitate shopping;

- Avoid right angle turns;
- Blend traffic at ends;
- Flow to D Street and B Street;
- Converge west of 13th/14th; and
- Converge east of 2nd.

Southern Bypass

The Southern bypass is also described in Section II of this report under Group 4 “Traffic and Vehicular Circulation” as well as in the Ramona Road Master Plan available through the County of San Diego. This route primarily consists of the existing Circulation Element plans for Dye Road, including several connections and minor re-alignments to enhance the flow of traffic. This alternative roadway would be utilized to relieve some of the traffic currently contributing to the congestion on Main Street. Further discussion lead to the following recommendations for this capital improvement project:

- Design the road to accommodate a significant amount of the traffic load affecting Main Street and to divert traffic from Main Street where possible.
- Construct Phase I to San Vicente as a priority road project, with the remainder of the bypass constructed over the long term to support future planned growth.

Old Town

The Old Town group unanimously agreed that the general design elements of Old Town should include:

- Wide sidewalks (minimum twelve feet wide);
- Pedestrian-friendly features;
- Mid block medians;
- Left turn pockets;
- Parallel parking pockets;

- A tree canopy created with low-maintenance street trees; and
- Medians along Main Street (the group considered median development a key priority).

Parking

There was extensive dialogue in this group about the ideal type of parking that should be available along Main Street. Both parallel and diagonal parking were discussed in detail. Ultimately, the group decided that it would be crucial to examine both options in future studies. These studies should not only involve engineering calculations to determine the feasibility of each approach, but should also include sketches to illustrate the quality of both options from a planning and design standpoint.

The group also decided that parking lots would be a crucial requirement to meet the projected needs of the revitalized town center. Suggested parking areas included:

- Parking lot access off B & D Streets. Motorists should be able to utilize the mini-bypass to enter parking lots that support the town center. This would reduce vehicle traffic on Main Street and eliminate the need for curb cuts leading into rear parking areas.
- Multiple small surface lots. Additional small surface lots would be required to meet the needs of patrons who have quick and targeted shopping errands and those businesses that cater to such customers.

Signs

Signage is crucial in creating a legible and aesthetically appealing environment in the town center. While the overall character and placement of signs in this area will be critical, the following types and locations for sign placement were considered a priority:

- A low monument identifying the community at the east end of 2nd Street;
- A community identification sign over Main Street at 10th Street. This would be comparable to the variety of

signage illustrated in the “Success Story” in Section III of this report. This would serve as an entry monument to the historic district.

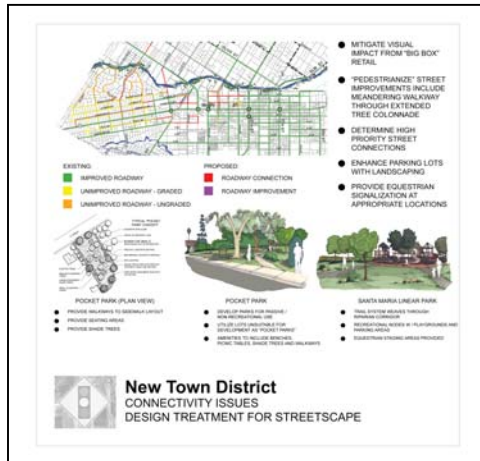
- A low monument in the median at Etcheverry Street.

Pedestrian Arcades

The group confirmed the desirability of pedestrian arcades and elaborated on the role of this feature in providing access to shops. They also emphasized that the arcades should be located and designed to facilitate the continuation of the CALTRANS street improvements.

Group 3: Ramona’s New Town

RJC Facilitators: Patricia Trauth



Loop Trail

The New Town team identified a number of specific locations for equestrian crossings and amenities along the recommended loop trail system:

- Priority crossing locations. Priority crossing locations include Highway 78 at Amigos Road and on Highway 67 at Durgin & Hope.
- Pedestrian Bridge. This project was briefly discussed in concept. A pedestrian bridge would increase the safety and walkability of the New Town area where automobile-oriented features such as frequent curb cuts for driveways have been established.
- Equestrian signals where appropriate. Important locations include the crossing at Creelman and San Vicente.

Historic Colonnade / Streetscape for New Town

The historic tree colonnade along portions of Main Street is a widely cherished feature of Ramona's existing town center. There is broad support for extending and enhancing this characteristic. Approximately 45 trees have been planted recently and community volunteer groups plan to plant oak trees in the future. Workshop participants felt strongly that several actions be taken with regard to the existing and planned colonnade:

- Preserve the existing colonnade. The existing colonnade is treasured for its beauty and historic value.

- Extend the colonnade to Magnolia (site of original colonnade) filling in 14th to Ramona Street.

This group also developed several recommendations for a street layout that would incorporate the colonnade:

- Enhanced parkway and roadway design. The tree colonnade should be located in the parkway between the street and the sidewalk in order to create a buffer between pedestrians and vehicles. A meandering sidewalk could also be utilized to create a more comfortable, rural appearance.
- Provide varied surface types for multiple uses. One side of street should be paved with concrete to facilitate some walking and other non-automotive vehicle travel. The other side of the street should consist of a decomposed granite path for general non-motorized transportation.

Finally, this team also suggested a tree colonnade be planted along the proposed Southern Bypass.

Nature Center

Discussion of this concept was focused on the design treatments that would be applied to streets surrounding the Nature Center and on determining the organizations that would potentially be involved in developing and operating the Center. Possible participating organizations include:

- Wildlife Research Institute;
- Vernal Pool Society;
- Ramona Tree Trust;

- Native American Groups;
- Native Plants;
- Native Biological Species (Barona);
- Natural History Museum;
- Open Space as a Resource; and
- Santa Maria Linear Park

Road Connectivity

As outlined in the Ramona Road Master Plan, enhancing street connectivity is a critical step toward increasing pedestrian and automobile traffic flow. The team identified a number of paving projects of high importance:

- 13th Street
- Montecito to D Street
- B Street between 12th and 14th
- A Street between 10th and 14th

The group strongly suggested that mitigation measures such as tree planting be enforced where big box retail preempts the connection of streets.

Pocket Parks

The February workshop participants evaluated the number, location, and type of pocket parks. Participants concluded that pocket parks should be interspersed throughout the community and should address the needs of the immediate residents. Particular parks and their use type were identified:

- The Town Center should contain both active and passive parks.
- Passive uses should only be permitted in the Santa Maria Park.
- Other parks should cater to more active uses.
- A skateboard park should be constructed to serve the recreational needs of youth in the community.
- Street signalization should be provided near parks in order to provide a safe environment for youth and others utilizing these amenities.

Table 1a:
Level of Priority: Highest (1) to Lowest (16)

Capital Improvement Project	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Southern Bypass	11	2	1			2		1						1		1
Historic District Bypass	5	7	1		1		1	2			1		1			
Historic District Median	1	1	10	1		1		1	2	1	1	1				
Entry Signage			2	1	1	2	1	6	1	1	1			1	1	1
Public Parking Lot	1	1	1	5	3	1	3		2	1				2	1	
Arcade			1	1	2	1	2	2								
Diagonal Street Parking								2	1	1	3	1		1		1
Street Pedestrian Improvements		2	4	2	2	2	4	2	1			1	1	1		
Nature Center	1			2	1	1		1	2	4	1	1	2		1	
Historic Colonnade		2	1	2	1	2		1	1	2	3			2	2	
Looped Trail System	1	1		2	2		4	1	2			2	3	1		
Santa Maria Linear Park	1		3	3	1	3		1		2	1	3	1			
Pocket Park					5	1	1		2	3	2		1	1	1	
Connect Streets		2			1	2			1	3	3	5		1		
Equestrian Signalization		1		1		1	1				3		5	4	2	

Number of Persons Voting for Indicated Level of Priority

At the end of the February 25th workshop, participants were asked to vote on the level of priority that would be assigned to each of the various projects. The table above indicates the number of people who voted for each project at the level of importance indicated in the top row. Based on the votes, many participants felt that the southern bypass, historic district bypass, and historic district median were the most important projects (see highlighted area in upper left corner). Many others felt that street connections and equestrian signalization were lower priorities (see highlighted area in lower right corner). There was a range of opinions regarding the importance of the other projects noted.